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## **8.0 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

### **8.1 INTRODUCTION**

Section 15126.2(B) of the State CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. The following is a summary of the impacts that were considered significant and unavoidable. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, and Impacts and Mitigation Measures.

### **8.2 INVENTORY OF SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

#### **Biological Resources**

A nesting pair of loggerhead shrike were observed on the site. The loggerhead shrike is a California Department of Fish and Game species of special concern. While the decline in population in this region reflects the population decline for this species in much of the United States, the problem is more acute in coastal Los Angeles County, where few breeding pairs of loggerhead shrikes are known to exist. The impacts to the nesting loggerhead shrikes within the project area will result in a contribution to a cumulative impact on this species. While the planting of native habitat on the southwestern portion of the site as required by Mitigation Measure 4.5.2 will provide some habitat for the loggerhead shrike in association with potential foraging habitat in the cemetery, continued breeding by this species may not occur. Therefore, the loss of breeding territory for the loggerhead shrike may not be fully mitigated and would result in a contribution to significant cumulative impacts. The proposed project will result in a cumulatively significant unavoidable adverse impact to the breeding territory of the loggerhead shrike.

#### **Cultural Resources**

There is one historic building on site (1923 Compressor Building) and one adjacent off site (Lomita Gasoline Company Office Building). Both have been previously identified as eligible for listing on the National Register. There is also a historic landmark cemetery adjacent to the project site. In order to accommodate the necessary site grading and the proposed recreation facilities, the Compressor Building will be demolished. The off-site Lomita Gasoline Company Office Building will be indirectly impacted by the change in setting as a result of project implementation. Mitigation measures will reduce project impacts on the Compressor Building and the Lomita Gasoline Company Office Building to the extent feasible; however, significant unavoidable adverse impacts will remain.

#### **Public Services and Utilities**

There is insufficient permitted capacity within the existing solid waste system serving Los Angeles County to provide for long-term nonhazardous solid waste disposal needs (Class III landfills). Although the project's contribution is not the sole cause of the shortfall, when coupled with solid

waste generated by future projects, the impact to solid waste disposal capacity is significant. Mitigation Measures 4.7.2 and 4.7.3 will reduce project impacts to regional waste disposal capacity to the extent feasible; however, even with recycling, additional regional long-term disposal capacity is needed to accommodate new developments. Due to the existing deficiency in long-term waste disposal capacity, cumulative project impacts will remain significant. The proposed project will result in a cumulatively significant unavoidable adverse impact related to the provision of solid waste disposal capacity at Class III landfills in Los Angeles County.

## Air Quality

**Construction Air Quality Impacts.** Air quality impacts would occur during the construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces and demolition activities, as well as by soil disturbances from grading and backfilling. Even with implementation of mitigation measures and compliance with applicable rules and regulations, the following construction impacts related to air quality remain significant and adverse:

- Construction equipment/vehicle emissions during demolition and grading periods would exceed the SCAQMD established daily and quarterly thresholds for NO<sub>x</sub>.
- Fugitive dust emissions during the grading periods would exceed the SCAQMD threshold of 150 pounds per day during construction, even with mitigation. Prior to grading activity, the City must obtain a Rule 1166 Permit related to release of airborne contaminants.
- During peak grading days, daily total construction emissions of NO<sub>x</sub> and PM<sub>10</sub> would exceed the daily thresholds established by the SCAQMD. Emissions of other criteria pollutants would be below the thresholds.

**Long Term Regional Air Emissions Impacts.** Long-term regional air emission impacts are those associated with stationary sources and mobile sources related to any changes caused by implementation of the proposed project. The proposed sports complex and commercial use would result in both stationary and mobile sources. Stationary source emissions come from the consumption of natural gas. Long-term operational emissions associated with the proposed project result from additional automobile trips generated by the project. Emissions from the project related to mobile sources would not exceed any criteria pollutant threshold during weekdays; however, project-related emissions would exceed the operational thresholds for CO and NO<sub>x</sub> on Saturdays based on emission factors for 2004. Mitigation measures and design features do not substantially reduce any long-term air quality impacts of the project. Therefore, project emissions related to long-term regional air emissions remain significant unavoidable adverse impacts.

## Traffic and Circulation

The significant traffic impacts of the proposed project can be mitigated to below a level of significance with implementation of the mitigation measures identified above. However, implementation of Mitigation Measures 4.9.3, 4.9.4, 4.9.5, 4.9.6, and 4.9.7 requires action by one or

more public agencies other than the City of Long Beach. Since implementation of these measures is completely or partially within the control of other jurisdictional agencies (i.e., Caltrans, City of Signal Hill), implementation cannot be ensured by the City of Long Beach. Should the City of Signal Hill and/or Caltrans choose not to implement these measures, the related project impacts may remain significant and adverse.

For the purposes of this EIR, project impacts to the following intersections will remain significant and adverse until the appropriate Responsible Agency approves and implements Mitigation Measures 4.9.3, 4.9.4, 4.9.5, and 4.9.7:

- Orange Avenue at Spring Street (Mitigation Measure 4.9.3)
- I-405 SB Ramps at Orange Avenue (Mitigation Measure 4.9.4)
- 32nd Street at Orange Avenue (Mitigation Measure 4.9.5)
- Orange Avenue at 28th Street/Project Driveway No. 4 (Mitigation Measure 4.9.7).

Approval from the City of Signal Hill is also required to install street improvements and signage restricting access to “right in/right out” at Project Driveway Nos. 3 and 5 per Mitigation Measure 4.9.6. Until the appropriate Responsible Agency approves and implements Mitigation Measure 4.9.6, project impacts to the minor street approach (28th and Project Driveway No. 3) to the intersection of Orange and 28th Street will remain significant and adverse.

While operating within the limits of the interjurisdictional decision-making processes, the City of Long Beach is committed to working with Caltrans and the City of Signal Hill to implement these mitigation measures to the best of its ability.

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